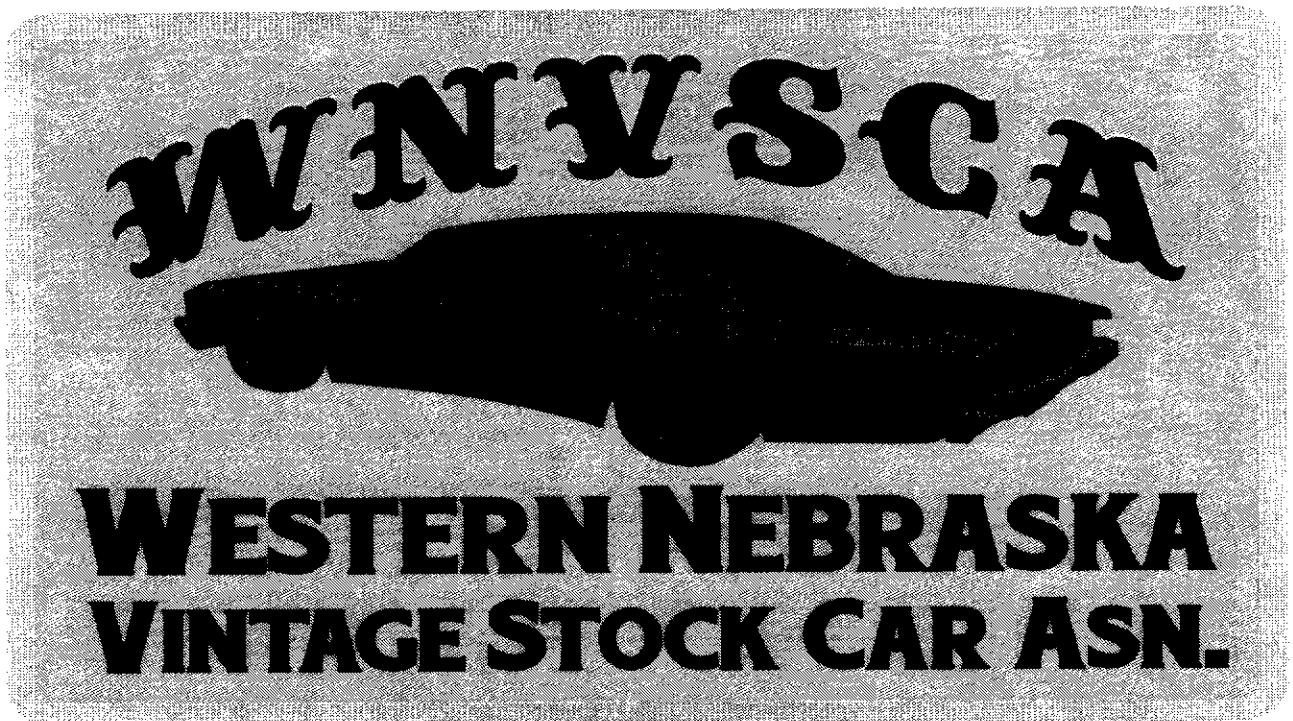


# 2017

Rulebook

Revised 01-01-2017



President and Race Director – Rod Graves Sr.

Established 02-23-2012

[wvnvsc@hotmail.com](mailto:wvnvsc@hotmail.com)

**Western Nebraska Vintage Stock Car Association**

**Established 2-23-2012**



*WNVSCA's mission is to "preserve and promote" vintage oval track stock cars and their driver's, owners, sponsors, and the tracks they once raced on. Any American sedan 1974 and earlier racecar (coupe or sedan) can be restored or constructed to its original likeness is eligible to participate. The history of the racecar is as the car in this association. WNVSCA's goals include taking all steps to show today's race fans the exciting grass roots beginning of modern day stock car racing. This includes but is not limited to the following:*

*-Race in annual series promoted by WNVSCA's at our home track, the historical and only operating asphalt track in Nebraska, Hwy 92 Raceway Park in Gering NE.*

*-Showcase these historical racecars at many racing venues, car shows etc. That share and promote WNVSCA's goal.*

*-Fellowship with fellow racers, former racers, and fans.*

*-Promote competition and sportsmanship.*

*-NOT about winning or losing, but rather putting on a great show and racing and showing these historical racecars another day.*

*-Create and revise rules to stabilize costs and ensure all cars are competitive. We DO NOT promote an eagerness to "outspend" everyone. WNVSCA will keep the field close.*

*-Keep the rules to a minimum (the less rules the better). This will allow WNVSCA to include as many types of vintage racecars as possible within the general philosophy of the association. General Philosophy of WNVSCA*

## **General Philosophy of the WNVSCA**

1. Maintain the highest level of entertainment and competition at each event. This well assures maximum value to the track owners, promoters, and fans to insure the growth of the WNVSCA and its racing series.
2. Discourage single team/driver domination. Do to the “leniency” of the rules there is the potential for the domination via outspending etc. and it will be highly scrutinized and dealt with by WNVSCA’s leadership. Example: too fast =added weight to the front of your racecar. We want fast racecars and fierce competition but no single car/driver will be allowed to dominate.
3. All WNSCVA car owners will be responsible for their actions as well as their drivers and crews. Promote sportsmanship and fellowship on and off of the track.
4. WNVSCA will follow each tracks rules while participating in a WNVSCA event. Individual track rules will always override WNVSCA’s rules.
5. No aggressive driving or poor sportsmanship on or off of the track will be tolerated!!! All violators will be subject to punishment by the individual track and WNVSCA leadership. Punishment includes, but is not limited to the following: verbal warning, written warning, probation, fine, suspension, or in extreme cases indefinite suspension.
6. Flagging of races will be performed by track personnel according to the tracks regulations with this exception. Any car involved in a yellow/red flag incident will restart the race at the rear of the field.
7. Any and all association business will be tabled and discussed at the WNVSCA’s meetings. At No time will issues concerning WNVSCA be voiced outside of this format. The ONLY time rules will be reviewed, discussed, and revised is at the annual rules Meeting in November.
8. Only WNVSCA Race Director will negotiate with track owners/promoters to secure dates, rules and obtain the best prize money package. Members cannot negotiate or engage these functions. Inviting other cars to participate is also prohibited without prior approval from WNVSCA Race Director.
9. WNVSCA’s role at each event will be subject to each tracks management.
10. All participating racecars must meet WNVSCA’s compliance standards.
11. The absence of “specific” rule(s) does not imply approval, consent, or permission of an unmentioned item(s). If there is any doubt or question concerning his contact Race Director/President for clarification?
12. WNVSCA is directed by a sole leader titled as President/Race director. All input from WNVSCA members is welcomed and will be considered and decisions will be made with the best interest of WNVSCA at the forefront. All decisions are final.
13. Stock car racing is considered hazardous and all participants knowingly accept the risk of injury or death. There is no expressed or implied guarantee of safety while participating in WNVSCA events. These rules are a guide only for the conduct of the WNVSCA and do not guarantee against injury or death to participants, officials, spectators or others WNVSCA Compliance Standards

## **WNVSCA Compliance Standards**

*As of 1-1-2015 these standards are officially adopted.*

**Owners and Drivers-** You must be a member of WNVSCA to participate in any WNVSCA event. Drivers must have a minimum of 2 years experience driving in a competitive, oval track racing series in a V8 powered racecar.

**Car-** 1974 or earlier American made sedan/coupe original stockcar or reproduction of an original stockcar that maintains the period correct build and appearance. All completed vintage racecars must meet the WNVSCA standards to be eligible for approval and acceptance into WNVSCA. You are encouraged to approach President/Race Director with car or plans prior to the investment of time and money to insure yourself of a qualifying build or restoration.

- A. Original racecars with known history are preferred by WNVSCA. History should be researched and available to the association. The appearance must be as close to the original condition, paint schemes, and construction as when it was raced to ensure the preservation of the cars history.
- B. Reproduction vintage racecars must maintain the WNVSCA's vintage theme to promote the association's mission and goals. These cars must look as original as possible to accurately portray the appearance of the racecars of the past including paint, lettering etc.
- C. Original racecars with no known history are preferred over reproductions. The car should be restored to the era that fits its construction including construction techniques, paint schemes, and lettering from the time period it represents.

### **General Information**

1. Owners of completed cars must submit photos and complete car description to the WNVSCA President/Race Director for approval. Cars must be vintage with exception of safety related items required or mandated by law or governing bodies.
2. Potential vintage car builders or rebuilders must submit a proposal of the car to be constructed to the WNVSCA President/Race director prior to the build. The proposal must outline appearance and details of the build. All efforts must be made to find an original racecar and verify history.
3. All cars must be approved by WNVSCA ensure they conform to the associations compliance standards as well as the associations mission, goals and philosophies prior to acceptance.
4. All cars, owners, drivers, and crews must conform to WNVSCA rules as well as the hosting tracks rules and regulations. Track rules always have priority over WNVSCA guidelines/rules.
5. Important-To avoid a waste of time and resources, make sure your car has been determined to meet the compliance standards and guidelines set forth by WNVSCA prior to starting your project. Keep in mind, any historical documentation is a key element in vintage/historical racing considerations.

### **WNVSCA Membership**

1. No Annual Membership fee, but must fill out registration form
2. Owners and drivers must be members to participate.
3. All new members will have a 3 week probationary period.
4. All members must be at least 19 years of age and will sign a release form prior to events.
5. No alcohol permitted prior to or during the event.
6. All members must follow WNVSCA rules and guidelines.
7. Any WNVSCA member intentionally causing harm or damage to another member or equipment can have their membership revoked.
8. No displays of unsportsmanlike conduct will be tolerated.
9. Members should make all efforts to attend WNVSCA meetings and events.
10. Must have a love for stockcar racing as well as a desire to help preserve stockcar racing's rich heritage in Western Nebraska and throughout the Midwest.

## **WNVSCA Rules**

As stated earlier, the fewer rules we have the better we will be as a whole in accomplishing our mission and goals. This will allow WNVSCA to include as many vintage racecars as possible within our general philosophy.

### **Body**

1. Must be preapproved by WNVSCA.
2. 1974 and earlier American made sedans and coupes allowed.
3. Front and rear bumpers required in alignment with the era of your racecar. Bumpers can be stock, stock appearing, or tubular.
4. Doors, hood, deck lid, and fenders are required. All panels must be stock appearing for era of car being raced.
5. Tires and wheels must not exceed 6" of protrusion beyond the body.
6. Rub rails or nerf bars are allowed.
7. Paint schemes, numbers, sponsors, lettering must represent the cars era accurately.
8. See safety rules.

### **Frame/Chassis**

1. Must be approved by WNSVCA.
2. 1988 and earlier American made automobile frames allowed.
3. Front stub must be OEM with OEM lower control arm mounting locations
4. Stock frames must retain stock front stub.
5. Bodies and frames can be mixed and matched.
6. Body and frame being used must be within 8 inches of stock wheelbase.
7. Unibody cars must be constructed or restored using a full frame.
8. Rear ends must be one of the following:
  - A. Leaf spring
  - B. 3 link
  - C. 4 link

9. Rear ends

- A. No independent suspensions.
- B. Quick change rear ends allowed.
- C. Pan Hard bars are allowed.

10. Brakes are required on three wheel positions.

11. No rebuildable shocks allowed. No coil overs and one shock per wheel required.

12. Weight jacks are allowed. Jack screws must be at least 1" in diameter. Smaller screws on historical cars will be allowed upon approval by WNVSCA.

## **Engines**

1. Must be approved by WNSVCA.
2. Must be self-starting.
3. No dry sump oiling systems.
4. Any American made iron block V8 or inline 6 cylinders. (NO V-6's allowed)
5. One carburetor permitted. Fuel injection not allowed.
6. Stock OEM style rods and stock crankshaft.
7. Stock style intake manifolds. Cast iron or aluminum allowed.
8. OEM style cast iron or aluminum heads.
9. Transmission must have reverse.
10. No electric fuel pumps.
11. Pump gasoline only. No alcohol.
12. Crank trigger ignitions not allowed.
13. Engine set back.
  - A. V8-#1 spark plug hole centerline may set back up to a maximum of 4" behind centerline of upper ball joint for engines with cast iron cylinder heads.
  - B. V8-#1 spark plug hole centerline may set back up to a maximum of 2" behind centerline of upper ball joint for engines with aluminum cylinder heads.
  - C. Inline 6cyl. - Must be approved by WNVSCA and be era correct location and safe.

## **Wheels**

1. Wheel type optional. Stock style wheels must be reinforced.
2. Maximum wheel width is 10"
3. Period correct wheels, if safe, are encouraged.

## **Tires**

1. No studded tires
2. No mud and snow treads allowed.

## **Weight**

1. Cars must weigh at least 3100 pounds without driver.



## **Safety**

Stock car racing is known to be hazardous. All participants knowingly accept the risk of injury or death. Each driver is responsible (not WNVSCA or its director, or any official) for ensuring their safety restraint systems and all components are SFI approved, correctly installed, maintained and used in accordance with manufacturer's recommendations. The driver should wear an approved helmet in accordance with helmet manufacturer. If a head and neck restraint system is used, it should conform to manufacturer's instructions. Head and neck systems are highly recommended.

1. Approved fire suits, Snell 90-95 helmets or newer, flame retardant gloves and shoes are mandatory to compete.
2. Fire extinguishers must be securely mounted within reach of driver. They must be approved for extinguishing gas and oil fires and be fully charged.
3. Driver's cockpit, front and rear firewalls must be constructed of steel. Floor under driver's cockpit must be steel. Construction must be safe and protect driver from engine compartment and fuel cell (no holes). No sharp edges in the driver's cockpit.
4. All cars must have an approved 6 point roll cage mounted to the frame. There must be a minimum of 2 horizontal bars protecting the driver on the right side and 3 horizontal bars on the left side protecting the driver. The halo (top of cage) must extend above the driver's head. Roll bar padding is required anywhere the driver can make contact. Scratch build cars must use 1 3/4 .095 walled pipe. Historical cars must be inspected and approved by WNVSCA for safety.
5. A minimum of a 5 point quick release safety harness is required. All mounting points must be mounted safely to the cage/frame including the crotch belt.
6. Seat must be safely mounted to the cage/frame in accordance with manufacturer's specifications. Seats cannot be mounted to floor pans. Must be aluminum, no plastic or fiberglass allowed.
7. A window net on the driver's side is required on all cars.
8. A minimum of 3 bars (1/4" diameter) are required in the windshield area in front of driver.
9. Batteries must be securely mounted and shielded from the driver.
10. Drive shaft loop is required. Loop must be made of metal and a minimum of 1/4" thick and 1 1/4" wide and installed within the front 1/3 of drive shaft.
11. Drive shaft must be painted white.
12. Steel safety bell housings/scatter shields are required with all manual transmissions.
13. Fuel cells are required in all cars. Cells must be securely mounted outside of the driver's compartment and may not extend beyond frame or cage. May not extend below chassis or protective tubing.

14. No electric fuel pumps allowed.
15. Working brakes on three corners is mandatory.
16. Cars must be self-starting.
17. Must fill out safety inspection form for registered cars annually.